

The Sydney Morning Herald.

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SYDNEY, FRIDAY, JUNE 22, 1888.

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Deaths.
HARVEY.—June 21, at his residence, corner of George and Harris streets, Parramatta, Master Harvey, in his 60th year.
HARRIS.—June 20, at his residence, Maitland, 67, Pitt-street, George Harris, in his 70th year.
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Shipping.
DIRECT SERVICE TO ENGLAND.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
The Company's Royal Mail Steamships (under contract with the Imperial Government) will leave Sydney on MONDAY, the 25th June, 1888, for Plymouth, London, and other ports in Europe.

R. M. S. BALLAARAT.
ENGLAND BY P. AND O. ROYAL MAIL STEAMERS.
The Company's fine steamship Ballarat, 4700 tons, will leave Sydney on MONDAY, the 25th June, 1888, for Plymouth, London, and other ports in Europe.

ORIENTAL LINE OF ROYAL MAIL STEAMERS.
The following Royal Mail Steamships belonging to the ORIENTAL LINE will leave Sydney on MONDAY, the 25th June, 1888, for Hong Kong, Shanghai, and other ports in the East.

UNION STEAM SHIP COMPANY OF NEW ZEALAND.
The following Union Steam Ship Company of New Zealand steamships will leave Sydney on MONDAY, the 25th June, 1888, for New Zealand and other ports in the South Pacific.

IMPERIAL GERMAN MAIL.
The following Imperial German Mail steamships will leave Sydney on MONDAY, the 25th June, 1888, for Germany and other ports in Europe.

MONTELY LINE OF DIRECT STEAMERS.
The following Montely Line of Direct Steamers will leave Sydney on MONDAY, the 25th June, 1888, for various ports in the South Pacific.

CHINA NAVIGATION COMPANY, Limited.
The following China Navigation Company steamships will leave Sydney on MONDAY, the 25th June, 1888, for Hong Kong, Shanghai, and other ports in the East.

THE SALOON IS AMPLIFIED.
The following information is given regarding the amplification of the saloon on the various steamships.

COMPAGNIE DES MESSEAGERIES MARITIMES.
The following Compagnie des Messageries Maritimes steamships will leave Sydney on MONDAY, the 25th June, 1888, for various ports in Europe.

COMPAGNIE DES MESSEAGERIES MARITIMES.
The following Compagnie des Messageries Maritimes steamships will leave Sydney on MONDAY, the 25th June, 1888, for various ports in Europe.

THE FOLLOWING ARE THE SAILINGS OF STEAMERS OF WHICH THE UNDERSIGNED HAVE THE AGENCY, AND FROM WHOM FULL PARTICULARS CAN BE OBTAINED.
The following table lists the sailings of steamers for various destinations.

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BROKEN HILL AND SILVERTON.
The following Broken Hill and Silvertown steamships will leave Sydney on MONDAY, the 25th June, 1888, for Broken Hill and Silvertown.

THE EXPRESS STEAMERS.
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MANLY BEACH.
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DEPUTATION.

Mr. Sydney Burdekin, M.L.A., yesterday introduced to the members of the Rabbit Extermination Committee a deputation whose object was to bring before the committee

lun was taken to bring before the committee there was no machinery or broken bills manufactured at 3c, per dozen. The trap was like a brass bed, with a wire mesh, with spikes were attached. Through the hoop the rabbit was placed a portion of its body, but could not return. The trap was covered with a cloth and was well baited. It was successful in trapping rabbits eight weeks old as in trapping full-grown rabbits. On one station 1000 rabbits were caught in one night. The committee was told that on one large quantity the rabbits could be turned to commercial use. The committee was told that the rabbits per pound. The deputations asked that a five-cent reward be paid for each rabbit that was turned in. The committee was told that the rabbits that were turned in should be left to catch any that might follow. By these means the land would be kept clear of the pest. Mr. Burdick was asked the question of preventing the rabbits from being played with by the children. The committee did not see why the deputations should ask that for the permission sought when, if the plan was successful, the rabbits would be turned in and the children would be placed at their disposal. Mr. Burdick said they desired the trap to be carried out under the supervision of the committee. Mr. Llewellyn said that the report of rabbits continued this scheme would be almost worthless as a commercial speculation. People would not buy the rabbits if there was such a large quantity of rabbits as was being poisoned. By means of poisoned bait he had caught 1400 rabbits in two nights. Professor Allen said that the committee had been told that the rabbits could be turned to the commercial success of the scheme. He thought it was better that should be referred to the rabbit inspectors for a reward of \$25.00. Mr. Wynne replied that that had been the case in one case. He thought it was better to call upon the master from the committee, they thought it would be well considered when they had the report upon the trap before them.

put from the Chair it was negatived. The evidence given in support of the bill showed that a water supply for Broken Hill was most necessary, the present supply being bad; that there was no other way of getting a permanent water supply than that provided in the bill; that the water from the mine at Broken Hill could not be used for domestic purposes, and that the proposed scheme of water supply was the only one that could be carried out. It was shown by an aqueduct from the Darling River to Broken Hill through the Speculation Lake. Mr. H. G. McManney, who had worked out the catchment areas of all the principal streams and rivers in the colony for the Water Commission, stated in his evidence that he considered a scheme to convey water from the Darling to Broken Hill was the only one that could be carried out.

it practicable. It was a very much bolder proposal for the water supply of any town than he had ever before of. "The directors of the London Waterworks Company," he said, "are not likely to be so ready to consent to a proposal of breakage in such a long line of pipes subjected to pressure, and to provide breaks it would be necessary to have relieving reservoirs at intervals, and to construct them in such a manner as to be able to draw off the water in case of fire. Mr. W. C. Bennett, Engineer for Roads and Bridges, for Sewerage and Tanks and Wells, said he considered the water supply of London to be one of the very pretentious tasks, and that he had been a source of considerable trouble to him. When Mr. Wright and Mr. Abbott were in office they gave him a very urgent charge about the water supply both at Silvertown and at Broken Hill, and he had been obliged to meet the exigencies of a water famine. A tank was excavated at Silvertown, another at Broken Hill, and a third at the latter place, and the water was drawn from Broken Hill—one calculated to be a reservoir of larger capacity than the ordinary tanks. They had been supplying

the demand, but that tank was now nearly empty. If it had not been for the knowledge that private enterprise was going to supply water—he did not refer to this company in particular, but to any company that might be desired to take over the supply of water—then the Government would have taken more adequate steps to supply water. With regard to the scheme of the promoters of the bill, he said that it was impracticable, but that was all he could say about it.

THE TORPEDO REPORT.

In reference to this report, a correspondent sends us the following:—“The minutes of evidence connected with the report of the Select Committee on the Torpedo Report on the torpedo defence of the colony is now in the hands of members of Parliament; and those who may desire to do so may form their own opinion as to the merits of the report. It contains considerable amount of information, especially dealing with the report of the Select Committee, however, had been previously published and distributed, and no doubt a large number of readers will have formed their own conclusions on the subject of the document. No one can deny that a report is much more compact and readable than voluminous minutes of evidence can be, and yet in this case the testimony of the witnesses is so full and so complete that it is almost impossible to condense it. Moreover, there are features of the evidence which have attracted bearings concerning the judgment of the Select Committee, and which have not been made known in any other way. For instance, in the past many years has been at the head of a large and important department connected with the Civil Service, and who has also acted as commanding officer over the military body entrusted with the defence of the colony. It is not surprising that there is no ambiguity in the terms of the report, but it is rather on the contrary, clear, and points direct conclusions. Without attempting to find fault with the report of so honourable a body, there are points with which a reader cannot fail to be

The evidence does not convey a very truly accurate impression of the subject matter of the inquiry, and the deductions arrived at in the report are not as readily suggested by the evidence as might be expected. The inquiries of the committee were not confined to the hereto forepassed defence of this colony in a general sense, but concerning "the purchase, storage, and proper condition of the armoured and other insulated cable now in the possession of the Government for the use of the colony in the defence of this colony." The inquiries are not, therefore, general, but specific and confined, by the terms of the resolution, to two principal subjects, *viz.* the purchase of certain cables, and the manner in which it has been kept after being brought out to Sydney. The report describes the information given to the committee as in the purchase of the cable as "limited," and the information as "vague," and the existing means of storage for cable is considered "defective" and "unsuitable." On reading the report of the committee, one is struck by the fact that the cable purchased by the Government is really criticised throughout, and that that gentleman's manner of discharging his duties is not considered satisfactory. The committee, however, on the other hand, is not at all severe, quite fails to establish any grounds for the just censure, but goes to show the difficulties which Lieutenant-Colonel Crueswell has to deal with, and that he has done his duty to the best of his power. It is to be hoped that the evidence will be carefully considered by the members of the Legislative Council.

FARMERS AND PROTECTION.

TO THE EDITOR OF THE HERALD.

Sir,—The *Herald* of to-day contains a further letter from Mr. Weerne. He has entirely dropped his previous contention, and now says that the Government have offered a higher price for their wheat, and that the millers of Victoria were consequently able to flood our market with cheap flour. Of course, this is a very different matter, and the moment it was looked at, Mr. Weerne says he can supply me with the figures for 1887, which I said was not yet available, and he then proceeds to give some figures of the comparative production of wheat in Victoria and exports of New South Wales for 1887; have been available

For some time, but the estimate of the amount of flour imported by our mills last year has not yet been published. With regard to the figures of our flour imports given by Mr. Wearne, I may point out that the accurate statistics can only be obtained from our official records. We really imported more than Mr. Wearne states, but he has ignored our export trade—last year our exports of flour were 21,000 tons—the net imports are, therefore, 4000 tons less than the quantity named.

Mr. Wearne proceeds to quote some estimates of the cost of producing wheat in various countries, which, I presume,

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showing that the legislative combatant never when he is beaten. The first substantial amendment was that which proposed to reduce the land tax from one halfpenny to one farthing in the pound, and this proposal having been defeated, another one, proposing the limit of exemption from £500 to £1000, was placed before the House, and with the like result. These amendments, however, were reasonable. Those who moved them were of opinion that the tax as proposed in the bill is too high, and that in small properties which ought to be free, and they had a perfect right to test the opinion of the House on these points. But what can be said for the amendment moved by Mr. NELSON, the object of which was to exempt from the operation of the bill all land situated within municipal boundaries? The chief ground upon which this amendment was supported was that the holders of land within the municipalities ought not to be taxed because they have already taxed themselves by levying rates for municipal purposes. The fallacy of this reasoning is easily shown. The land tax is proposed as a general charge for the purposes of the State, and the fact that the owners of land in the municipal districts tax themselves is no reason why they should escape. The municipal taxes or rates are levied simply for local purposes—for the making and maintenance of streets within the municipalities, and so on. Whatever money the ratepayers give out of their pockets they receive back in the shape of local improvements. The colony as a whole is not a better for the expenditure. On the other hand, the municipalities share with other parts of the colony in the benefits derived by State expenditure on railways, public works, and public buildings. This expenditure has done more, perhaps, than the local expenditure to increase the value of unimproved land, and the cry is raised, "Let the municipalities go." The amendment was seriously debated, but it scarcely merited serious treatment, its absurdity was well shown by Mr. WARR, who pointed out that if land within municipal boundaries were exempted, the land tax would scarcely be worth collecting. The good sense of the House was brought to bear upon the amendment, and it was defeated by a majority of 42 votes to 8.

Mr. COPELAND's amendment, exempting lands conditionally purchased up to the value of £1000, was a plausible one, but it did not stand the test of examination. The hon. member pointed out that it was by the land that the conditional purchaser made his living, and he argued that Parliament had no more right to tax the selector—than it had to tax a workman's tools. The point was not badly put, but the argument was rather of the *ad captivum* sort. The land of the conditional purchaser does not represent the tools of the workman; it stands instead, in the place of the selector's capital. The conditional purchaser of 1000 acres is not so badly off after all; certainly he is not so badly off as he could not afford to pay a land tax of one halfpenny in the pound. A conditional purchaser of land to the extent of 1000 acres would only have to pay upon 500 acres, and the annual charge in his case would be only £10s. 10d. He would be called upon to hand over to the Collector 10s. 5d. every half-year, and there is no reason to fear that he would break down under a burden of that sort. But there are substantial objections to the exemption of the conditional purchaser which cannot be easily overcome. The conditional purchaser is practically a freeholder, and if he were allowed to go free without other freeholders have ground for complaining that they were taxed while a favoured class of land owners was permitted to escape? Besides, as Mr. BURNS showed, it would be a very difficult thing if not an impossibility to determine whether the holder of a conditional purchase was a bona-fide selector or a capitalist. No doubt there are plenty of conditional purchasers who are capitalists also, and if the exemption were made they would go free, for it would be impracticable to make distinctions. The Assembly has no right to reject the amendment, but it is to be regretted that the question was decided in so thin a House. Only 47 members took part in the division, and counting pairs, only 30 voted—less than one-half of the Assembly. Probably the result would have been the same in any case, but members do not discharge their duty to the country when they allow business of the highest importance to be decided in their absence. Forty-seven members were present in the Assembly last night; how many will be in their places next Wednesday, when it is proposed to read the Payment of Members Bill a third time?

The first step has now been taken towards carrying into effect the great change in our system of railway management which Parliament has lately authorised. The Chairman of the new Board of Commissioners, who is to have the practical control of the whole business, has been appointed. The two other Commissioners have yet to be filled, but the appointment of the Chairman or Chief Commissioner was the matter of greatest importance. For this post an English railway expert has been chosen by the Government. This decision having been made, one of the vacant places on the Board was offered to Mr. GOODCHAP, but the offer was declined, and the late Commissioner will retire upon the terms provided by the Statute.

We have already stated that, in view of all the circumstances connected with the change of system now to be introduced, the decision of the Government is to be accepted with reluctance. We may have something to say upon that point hereafter. But meanwhile we cannot refrain from an expression of regret at the loss to the public of the experience, and the intimate knowledge of local conditions and requirements, which Mr. GOODCHAP has gained during his ten years' tenure of the office of Commissioner. Nor can we, having regard to the facts, feel surprised at that gentleman's resolution to prefer retirement to the acceptance of a subordinate position in the office over which he has so long presided. He will retain his present position until the new system can be brought into operation, that is to say for a period of five or six months, as it is understood that Mr. EBY will not sail for Sydney until September. For assistance that may be required in the transition of the new order of things, Mr. GOODCHAP's services will, it is understood, be still available. Apart from that, however, the new system will be inaugurated, and from the first administered, by new hands. As to the

advantages and disadvantages of this arrangement we have nothing now to say, but there are considerations of a retrospective character which suggest themselves, and as a matter of simple justice call for expression.

The present Commissioner was appointed in the year 1878 to the office from which he is about to retire. At the close of 1877 the total length of line open for traffic was 598 miles. That was the result of some 22 years of progress. During the nine years that followed (for the report for 1886 is the last we can refer to) the length of line was more than trebled. There were 1889 miles open at the end of that year. In the year 1877 the number of passengers carried was, in round numbers, 2,000,000. In 1880 the number was 14,800,000. In 1877 the goods carried made up a total of 1,400,000 tons. In 1880 the total was 3,200,000. The total earnings increased during the period from £800,000 to £2,100,000, and the working expenses from £400,000 to nearly £1,500,000. The net earnings were nearly £400,000 in the earlier year, and £600,000 in the later. These figures show at a glance the great expansion of our railway business since the time when the present Commissioner took charge of its management. But they do not set forth the whole case. Our railway system has increased in complication as well as in extent by the construction of lines other than the three main trunk lines to which it was limited in the earlier days of its history; and for some time past there has been a great increase in the pressure of competition, which has made its influence felt upon the management. The extension of the railways into the pastoral country has also had the effect of developing a new traffic in live stock, for which special provision had to be made.

The extensive business now conducted by the Department has grown up for the most part, as the figures show, under the hands of the present Commissioner. It would be fruitless to deny the fact that this process of development has been attended by more or less of complaint; this was inevitable. If the management had been perfect, human nature is not. Considering the multiplicity of transactions, the number of persons connected with them, and the variety and conflict of interests throughout, it would have been little short of a miracle if no dissatisfaction had been expressed, and no cause for dissatisfaction had been given. But it is a matter of ordinary justice to say, upon a broad view of all the facts, that the management has been characterised by a high degree of efficiency. In one particular respect this is to be acknowledged with special gratification. Our railways have been worked with a freedom far exceeding that which is enjoyed by any other railway system. The absolutely and relatively remarkable. The proportion of accidents to passenger traffic has been extremely light, and will, we believe, bear a favourable comparison with the ratio exhibited in any other part of the world. Nor should the fact be overlooked that the fullness of detail with which the operations of the Department have been reported year by year has been a distinctive feature of the management, and has received well-merited commendation abroad.

From a business point of view, the success of our railway enterprise has fluctuated considerably. In the first year, 1855, the net earnings were 63 per cent. on the capital. In 1860 they were 1-33 per cent. It was not until ten years later that they reached 2 per cent. In 1872 they were 3-39 per cent. In 1877 they were 4-46 per cent. In Mr. GOODCHAP's first year of management they fell to 3-74, but in 1881 they had reached the highest point yet attained, namely 6-30 per cent., and were, after paying interest, a source of considerable income to the country. From that point, however, there was retrogression, until, in 1886, the percentage was only 2-90. For the falling-off the Commissioner was not responsible. It was traceable to a variety of causes, such as a prolonged drought, which prevented the natural increase of traffic; the diversion of traffic, when the drought broke up, through the competition of river carriage for the far inland trade; but chiefly the extension of lines into the unsettled interior, which caused a heavy increase of working expenses without a proportionate increase in the volume of traffic. In 1881, the year of maximum net returns, there were 995 miles of line open, and the working expenses were £738,000. In 1886 there were 1889 miles open, and the working expenses were nearly £1,500,000. The proportion of working expenses to gross earnings rose from 61-12 per cent. to 69-12 per cent. Now, whatever the manager of a railway system may do, he cannot neutralise the influence of droughts and floods, and the construction of lines through unsettled country where there cannot be traffic enough to yield a paying return. These things are not under a manager's control; nor can a manager be held responsible for a high rate of working expenses, when the running of trains, the scale of charges, the rates of wages, and the number of men employed are largely affected, if not chiefly regulated, by political considerations, or the direct pressure of political influence.

Now that Mr. GOODCHAP is about to retire, it should not be forgotten that his work has been done in the face of all these causes of difficulty and embarrassment. He has done it well, notwithstanding. Until the effect of the rapid extension of lines into thinly settled country, aggravated as they were by prolonged droughts, began to make their appearance, our railways were yielding better returns than those in any other colony. It is not an unfair inference that under his management the best was made of a bad system. Whilst he now withdraws from the Department, his withdrawal is the result of the new resolution of Parliament to substitute what it believes to be a new and better system. The avowed purpose of the Railways Management Act, and the introduction of the new system of management, is the elimination of political influence. We think it is not too much to say that the passing of that Act is in itself a significant testimonial to the present Commissioner's efficiency. The facts show that up to the time when unfavourable seasons, the depression of trade, and the running of trains into a comparatively desert country began to tell upon the returns, the railways were managed, not only with remarkable freedom from accident, but with profit to the country. After that the returns began to fall off. The attention of Ministers was then directed to the situation, and the need for reform was recognised. But what was the remedy? Legislation with the express object of getting rid of political influence. This was practically an admission that under the operation of that influence

no management could have fair-play. The greater, then, the credit when in the midst of such disadvantages so large a measure of success has been achieved.

Mr. GARLAND, as will appear by a letter in another column, is exceedingly angry because we took exception to the amendment proposed to the address of condolence carried in the House on Wednesday night. In the first place, Mr. GARLAND is a little selfish. He takes the burden of our remarks entirely upon himself. Thus he begins, "Having read your criticisms upon my conduct" In our article Mr. GARLAND's name was not mentioned, nor was he kept individually in mind when it was written. There were three members of Parliament who voted for the amendment, and the "criticism" must be divided among them. Mr. GARLAND says also that his conduct was characterised as "indecent," "unjustifiable," "shameful," "regretful," and as "a shame and disgrace." The article must have appeared to Mr. GARLAND like a bad dream, where all things are distorted. These words do not occur either in connection with Mr. GARLAND's name or otherwise. He has gathered together certain words from different parts of the article, and has turned and developed them to suit his purposes of protest. What we said was, "It is not decent to snatch such an opportunity as this to air political principles. . . . Upon no ground could Mr. BUCHANAN's amendment be justified, and that it went to division is one of those things which will not be a creditable bit of Parliamentary history. The three members who voted for it can congratulate themselves on what the country will view with shame and regret." The words "shame and disgrace" were not used at all. Mr. GARLAND is an example of that class of enthusiastic, but sensitive, politicians who think they scent a lion behind every bush, and who are never satisfied unless they are putting up straw opponents, only to knock them down. He is one of that confraternity of earnest folk who, having some hobby, find the basest of motives and the most flagrant abuse of privileges in the actions of all who oppose them. To them their truth is the whole truth and nothing but the truth, and all else is false, base, and spurious. They easily find, as does Mr. GARLAND, a "lie" in everything that does not fit their often all too flimsy crochets. In this case the honourable member for Carcoar has been following a barbarian custom of running a tilt at the impalpable air spirits in the air. He has been vexing himself for a shadow cause. The clause in the address to which he takes exception is "whose death is an irreparable loss to the cause of freedom and human progress." Mr. GARLAND bases all his argument upon the wrong assumption that the clause was intended to convey that freedom had received an "irreparable" injury, and to quote words which he quotes, and which are not from our article—that it was not to be "recovered or repaired." Surely Mr. GARLAND can see that such a meaning is a strained one. A living force represented by the Emperor FREDERICK has changed existence. That force was given to the cause of freedom. By its withdrawal or elimination freedom sustains a loss—not an injury—and that loss is irreparable. There will not be another Emperor FREDERICK. The cause of freedom for which Mr. GARLAND is so zealous will go on, not necessarily maimed or halting certainly because the KAISER is dead. A shoulder that was put to the wheel of progress, however, is no longer there, and it never can be there again, and therefore the loss is "irreparable." It would be well for such legislators as Mr. GARLAND, who are thus deeply concerned for the cause of freedom, if they would not start aghast so painfully at everything that looks like an enemy. It may turn out to be but a bogey, after all.

Last night, in the Assembly, the case referred to in the motion for adjournment made by Mr. SLATTERY on Tuesday came up again, and the papers in regard to it were laid upon the table. The facts, as appear in the records, are these: In June 1887, the ship Chelydra, on arriving at Sydney, had ten Chinese passengers bound for Adelaide. It was found on transhipment that they could not pay the poll tax, as they were under the impression before they left China that untaxed immigration, such as existed at Port Darwin, held in Adelaide, and they had therefore made no provision for the payment of the £10 each. Burns, Philip, and Co. then determined to take them back to China, but a member of a China firm in the city offered to bear £30 out of the £100 poll-tax necessary to land the men in Sydney if they were willing to stay here. This the firm accepted, and Mr. WALKER, the clerk of Burns, Philip, and Co., gave the captain an order to send the men ashore here. This was done. When, however, the breach of the law was discovered, the Chinese were subsequently re-shipped to Adelaide. The steamship company was fined £1000. The clerk urged ignorance in extenuation, and the captain pleaded guilty, according to instructions. The question was then, since reparation was sought to be made at once, whether the fine should be remitted. Under the circumstances there can be little doubt that the Government took a proper course. There was evidently no attempt at deception or fraud. A muddle occurred, and the clerk, in ignorance, broke the law. The men did not remain in the colony, and the poll tax was paid both here and in Adelaide by the steamship company. Ignorance is not acknowledged as a plea in the law, but in such a case as this, where the fault arose through a mistake, the Government could do nothing else, in all fairness, than to remit £900 of the penalty. The identification of the Chinese was proven beyond a doubt, so that no real injury was done to the State. Had the captain landed the passengers of his own accord, and were an evasion of the law suspected, it would be quite a different thing. The Government have inflicted a severe penalty enough in the £100 fine. The attempt of the Opposition to saddle a wrong-doing on the shoulders of the Government has been a failure. It was apparently one of the last resorts of the session. To rake up a circumstance of the kind that has been now a year settled, and which had nothing unsavoury in connection with it, is after the system of vestry politics, which makes the same imaginary trouble last several campaigns. As one of the members pointed out, however, there has been a good deal of laxity all round in the past regarding the landing of the Chinese. Both Governments and steamship companies have held a loose rein, and though in this case no overt conduct could be attributed to

the captain of the vessel or the company, it is only an example of how easily mistakes of the kind might occur, and how such ignorance might be nothing unusual. It is not this Administration particularly that has been careless. Previous Governments have not even been perhaps as careful. If the Governments had always rigidly enforced the Chinese Restriction Act, the late difficulty would never have occurred. There can be little doubt that if the old law had been enforced, we should have been in little danger from an excess of Chinese immigration.

NEWS OF THE DAY.

The address of condolence to her Majesty the Queen, and to the Empress Victoria of Germany, adopted by the Legislative Assembly on Wednesday, was agreed to by the Council yesterday afternoon on the motion of Mr. Salomons. They were transmitted with a message to his Excellency the Governor, and telegraphed to England and Germany last evening.

The Legislative Council sat last evening until twenty minutes to 9 o'clock, and dealt with a number of subjects. The bill for the amendment of the report of the select committee which inquired into matters relative to the storage of the cable to be used in connection with the torpedo defence of the colony, but, on the motion of Dr. Henwick, the debate was adjourned for a fortnight. The House agreed to return to the paper the proceedings given to the printer of the resolutions bearing upon the defence of the colony, which lapsed by the House being counted out on the 13th instant. The Broken Hill and Suburban Gas Companies Bill and the Bill of Sale Amending Bill were read the second time and committed pro forma. The Judgment Creditors Remedies Extension Bill was read the first time. The Bill for the Amendment of the Amending Bill was passed through committee without amendment. Some attention was also bestowed upon the North Shore and Manly Tramway and Railway Bill, and the Silverton Tramway Act Amending Bill, but as it was found that it would be necessary to re-consider the provisions of both measures, such a course was reported. The House agreed to the amendments made by the Assembly in the Perpetual Trustee Company's Bill.

SIR HENRY PARKES laid on the table of the Legislative Assembly last evening copies of the telegraphic correspondence which had passed between himself and the Agent-General with reference to the appointment of Mr. Edly to the position of chairman on the new Board of Railway Commissioners. The papers show the engagement to have been made after a very careful inquiry on the part of Sir Daniel Cooper. It appears from correspondence read in the Assembly by the Premier that the position of Second Commissioner was offered to Mr. Cooper, but he has, for reasons set forth in a letter published elsewhere, declined to accept an office subordinate to the Chief Commissioner.

In answering a question in the Assembly yesterday afternoon, on the subject of immigration, Sir Henry Parkes stated that the number of immigrants who arrived in 1887 was 1302, and during the present year 1588. He mentioned, in addition, that nothing was known to him in connection with the nomination by husbands for their wives and children, their reception and despatch, the granting of railway passes, and everything relating to their general supervision. He remarked incidentally that the Government considered it their duty in certain cases to bring the wives and families of men who were already in the colony to their husbands, but he made no reference to the fact that the House would unanimously approve of this course. The Government have in every case taken pains to ascertain that the person applying for the introduction of his family is in a position to maintain them; and in no case is his application entertained unless he has certificates from his clergyman or from a magistrate as to his character. The Premier further stated that he thought Mr. Wise's services as immigration agent ought to be dispensed with.

The Premier will at 11 o'clock to-day, receive a committee of citizens, appointed by the City Council, to wait upon the Colonial Secretary in support of the extension of the city railway from the old terminus to Circular Quay. Sir Henry Parkes and the Minister for Works will at noon be waited upon with reference to Sir John Coope's report on the proposed improvement of the entrance to the Richmond River. The deputation will consist of residents of the district, and is to be introduced by Messrs. Evans and Crouch, M.L.A. The Minister for Lands and Mr. W. M.L.A. will wait upon the Minister for Works at 12-30 p.m. in regard to the erection of railway workshops at Pictou. At 11 a.m. a deputation will interview the Minister for Mines with reference to the construction of a public furnace for smelting. At 2-30 p.m. the Minister for Public Instruction will be asked by a deputation from the University to consider a proposal for the formation of a college for ladies. The Post-master-General will receive a deputation from the residents of Randwick, who will wait upon him at 11 a.m. with the object of securing a site for a new post and telegraph office.

The consideration of the Land Tax Bill in committee was resumed in the Legislative Assembly yesterday afternoon. The second clause, moving to amend the Bill, to the effect that lands conditionally purchased, being the property of one person, whether in one or more allotments, up to the capital value of £1000, be exempted from the operation of the tax, was further debated. The Colonial Treasurer was unable to see his way to incorporate such a provision in the bill, but he promised that the interpretation clause would be amended so as to more clearly define a free selector. Mr. Cope's amendment was negatived, and several other amendments were proposed and rejected. The bill was shortly before midnight passed through committee, and reported to the House without amendment in any material point.

The Colonial Treasurer laid upon the table of the Legislative Assembly last evening a return (in answer to questions put by Mr. Nelid) showing the amounts due by the Consolidated Revenue Fund to the Loan Funds and Trust Fund Accounts on 30th April, 1888. The return was as follows:—Amount due by the Consolidated Revenue Fund to the Loan Funds on 30th April, 1888, nil; amount due by the Consolidated Revenue Fund to the Trust Fund Accounts on 30th April, 1888, £2,241,742 12s. 6d.; which is made up of payments on account of the deficit of 1886 and previous years. The balance at the debit of the Consolidated Revenue Fund on the same date was £2,403,925 12s. 1d., which has been met by the cash balances at the credit of the Trust Accounts, amounting to £2,241,742 12s. 6d., and by an overdraft on the "Public Account" in the Associated Banks to the extent of £219,183 0s. 7d. The balance at the debit of the Consolidated Revenue Fund on 30th April, 1888, was £2,400,925 12s. 1d., which included payments for Loan Subsidies in anticipation of Loan Votes to the extent of £205,554 0s. 6d.

Tax Minister for Works, accompanied by Mr. Dean, inspecting engineer, and Mr. D. M. Lashin, chief clerk in the Department of Works, made a tour of inspection yesterday over the North Shore railway from its present terminus to the junction with the Homebush line. Mr. Sutherland's visit was made with the object of inquiring into representations contained in petitions submitted to him by the residents in the district through which the line passes. They related to the placing of platforms, and the erection of waiting-rooms. The Minister also inquired into the necessity for the construction of a siding on the line to Port Jackson. The various matters will be carefully considered by Mr. Sutherland, and his decision will be announced in the course of the next few days.

According to an answer given by the Minister for Works to a question asked in the House last night, the sum of £25,995 18s. 7d. has been expended over the estimated cost in the embankments on the estuaries of Mullist Creek, a section of the Homebush Railway. The sum of £134,226 17s. 6d. had been paid over the estimated cost for the whole of that section. This amount includes the additional lining to the tunnel, and increase in quantity to Woy Woy, Broadwater, and Mullist Creek embankments, which are named in the return. The work is not yet solidified so as to be safe for the contemplated traffic. Embankments Nos. 5, 6, 8, and 10 are still settling, but not to a great extent. The position of caisson No. 6 of the bridge being erected over the Hawkesbury is still considered unsatisfactory.

Ten charges made against the Government with refer-

ence to their action in allowing 10 Chinese passengers to land from the ship Chelydra, and failing to enforce the penalty, was the subject of another debate in the Legislative Assembly last evening. Papers were laid on the table and statements were made with regard to the matter by the Premier and Colonial Secretary. From these it appears that the 10 Chinese were brought to Sydney on their way to Adelaide, and that they were to be transferred from the Chelydra to another vessel in Sydney harbour. The shipping clerk in the employ of Messrs. Burns, Philip, and Co., in ignorance of the risk he incurred, caused the passengers to be landed on order that they might wait a convenient opportunity for their being sent to Adelaide. Legal proceedings were taken against the captain of the ship, and as he was technically liable, he pleaded guilty, was fined £1000, and was required to pay the full tax. The shipping clerk, on discovering that he had committed a breach of the law, placed the matter unservicably in the hands of the Attorney-General, who recommended the remission of £800 of the fine, and that the poll-tax charged in respect of the Chinese should be remitted. The agents of the ship had suffered a loss of £100 through the action of their clerk.

The Contractors' Debits Act Extension Bill which was introduced into the Legislative Assembly by Mr. Carruthers, passed through committee in the Council yesterday. The bill is a short one, and its provisions have been passed by both Houses without debate. The effect of the measure will be that tradesmen supplying materials to contractors—such, for instance, as timber, and being doubtful of receiving payment, can, upon issuing summonses in any court of competent jurisdiction, attach any money given to the contractor pending the trial of the action. This is an effect means that any unscrupulous contractors, who have hitherto taken works at very low rates, which would not pay them, will, upon receiving their draws from their principals, be unable by the operation of this Act to evade payment. Formerly tradesmen had to wait until they got judgment before a garnishee order could be issued, but now a garnishee order can be obtained immediately the writ is issued.

In the Legislative Assembly last evening, Mr. Haynes, upon the motion for adjournment, inquired whether the accounts had been furnished with regard to the New South Wales court at the Adelaide Exhibition. Mr. Nelid replied that the accounts had not been closed for some time yet, but as soon as possible they would be issued. The total sum expended by him as the representative of the colony was £4000. Of that sum £500 went for rent for space, £500 for expenses incurred in completing official exhibits sent in an imperfect state, and the remainder in other charges connected with the exhibition.

Mr. H. B. Brown, M.L.A., Executive Commissioner to the Melbourne Exhibition, will leave Sydney by the express train this afternoon for Melbourne. The principal object of the visit is to confer with intending exhibitors respecting the placing of the exhibits.

The Government have, we understand, received upwards of 70 applications from gentlemen desirous of being appointed members of the Sydney Commission for the Melbourne Exhibition. No additional appointments are likely to be made for some days.

The Full Court sat yesterday, but the only case before them was the appeal in Robinson v. Fryon. Arguments were resumed and concluded, and the Court reserved judgment until the morning. To-day general motions will as usual be taken, and on Monday next only applications for motions nisi for new trials are to be dealt with.

By a rule of Court signed yesterday by the Judges, the present sittings of the Supreme Court for the trial of cases have been extended from the 26th instant until Friday, July 6, and the period of vacation is extended from Saturday, the 28th July, until Saturday, the 11th August next. Monday, the 13th August, will therefore be the first day of the next Term.

The replies from the Stock and Pasture Boards to the memorandum issued by the Minister for Mines with reference to the offer made by M. Pastour in response to the challenge from the Government to bring before the public the results of his researches into the cultivation of the virus for the protection of sheep from anthrax are coming in very slowly. Up to yesterday afternoon only 16 replies had been received from the 59 boards in existence. The views of the various boards who have already sent in their reports are not yet made public. We understand, however, that some of the boards are far more favourable to a lump sum being voted to the inventor than to the payment of a small sum for the inoculation of each sheep or head of cattle.

Mr. HARRIS WOOD, Under-Secretary for Mines, accompanied by Mr. David, geological surveyor, returned to Sydney yesterday after an absence of 21 days, during which time they had been inspecting a number of sites in country districts in respect of which applications have been made to the Mines Department for aid in the matter of prospecting out of the Parliamentary vote sanctioned last session. The principal localities visited were Gundagai, Adelong, Tamat, Tumbarumba, Taratua, Jucosa, Tumbarumba, Gungahlin, Yass, and Gunning. The result of the observations made will shortly be incorporated in a report which is to be submitted to the Minister.

The following candidates were successful in the examination of students who attended the Rev. H. L. Jackson's course of University extension lectures at "Aramatam on 'The History of England before the Norman Conquest'—A. M. Hogarth Pringle, E. M. Chester.

The Rev. George Brown, the commissioner appointed by the recent general conference of the Wesleyan Church to undertake the settlement of the serious difficulties which have arisen between the Wesleyan and Free Churches of Tonga, proceeds upon his mission to-day. It will be seen by reference to our advertising columns that Mr. Brown leaves by the Union steamship Tararua at 1 o'clock p.m., and that ministers and friends of the Wesleyan Church are invited to attend him on his departure for Tonga.

We have been asked to direct attention to an advertisement in another column, concerning a general meeting of members of the Australian Eleven, Association, and also of those wishing to join, to be held at the Town Hall, on Monday next, at 8 o'clock.

The following is the report of the Benevolent Asylum for the week ending June 20, 1888:—Admitted, 7 women; 6 children; 12 men; 5 discharged; 8 women; 12 children; remaining in the asylum, 98 women, 130 children; total, 228; provisions distributed, 1092 loaves bread, 132lb. beef, 630lb. meat, 139lb. sugar, 139lb. tea, 106lb. apples, 191lb. rice, 4lb. arrowroot, 125lb. catnip, 46lb. fresh fruit; cases reported by the inspector, 46; in 10 cases the relief was discontinued, in two cases the rent money was disallowed, and in two cases it was reduced; total number of cases relieved, 495.

EUROPEAN CABLEGRAMS.

(FROM OUR CORRESPONDENT.)

AUSTRALIAN FRUIT IN LONDON.

LONDON, June 20. The apples from Australia by the steamship Runpeth sold at from 7s. to 13s. per box.

FRANCE AND GERMANY.

M. CARNOT AND THE EMPEROR WILLIAM II.

(BY CABLE.) (FROM OUR CORRESPONDENT.)

LONDON, June 20. M. Carnot, President of the French Republic, addressed a communication to the Emperor William II. of Germany.

In reply thereto the Emperor declares that he shares with M. Carnot the desire that mutual good relations should exist between Germany and France.

THE SITUATION IN EUROPE.

THE HUNGARIAN WAR CREDIT PASSED.

(BY CABLE.) (FROM OUR CORRESPONDENT.)

LONDON, June 21. The Hungarian Delegations have sanctioned the special military credit of 40,000,000 florins, which was demanded on account of the uncertainty which continued to prevail in regard to the situation in Europe, and the uninterrupted increase of military power by other States.

THE PROSECUTION OF MR. JOHN DILLON.

HIS SENTENCE OF IMPRISONMENT CONFIRMED.

(BY CABLE.) (FROM OUR CORRESPONDENT.)

LONDON, June 21. The appeal against the sentence of six months' imprisonment with hard labour, passed upon Mr. John Dillon, M.P. for East Mayo, for having publicly advocated the "plan of campaign," has been heard. The sentence of the Court was confirmed. Mr. Dillon will be imprisoned in Dundalk gaol.

TERRIFIC GALES OFF THE COAST OF IRELAND.

FOUR HUNDRED FRENCH FISHERMEN DROWNED.

(BY CABLE.) (FROM OUR CORRESPONDENT.)

LONDON, June 20. Tremendous gales have occurred on the coast of Ireland, where a large fleet of French fishing boats are always stationed. A large number of the boats were lost, and 400 fishermen were drowned.

THE AUSTRALIAN ELEVEN IN ENGLAND.

AUSTRALIA v. ENGLAND.

VICTORY FOR THE AUSTRALIANS.

(BY CABLE.) (FROM OUR CORRESPONDENT.)

LONDON, June 20. The match between the Australian Eleven and an All England Eleven was concluded at Birmingham to-day. The second innings of the home team closed for 90, thus averting a one-innings defeat by 6 runs.

After an interval Boyle and Worrall were sent to the wickets to make the requisite runs to win, and they succeeded in this, the Australian Eleven thus winning their first match against a united English eleven by 10 wickets.

The bowling of the Australians during England's second innings was very fatal. Turner and Ferris divided the wickets between them, the former securing five for 44 runs and the latter five for 46 runs. The following are the scores:—

ENGLAND—First Innings, 204.

AUSTRALIAN ELEVEN.

First Innings.

Banerman	..	..	..	27
McDonnell	..	..	..	67
Trott	..	..	..	67
Bonnie	..	..	..	73
Blackham	..	..	..	9
Jarvis	..	..	..	1
Turner	..	..	..	13
Edwards	..	..	..	46
Worrall	..	..	..	46
Ferris	..	..	..	5
Boyle (not out)	..	..	..	13
Sundries	..	..	..	8
Total	..	..	..	207

ENGLAND—Second Innings, 99.

AUSTRALIAN ELEVEN.

Second Innings.

Boyle, not out	..	..	..	5
Worrall, not out	..	..	..	8
Total	..	..	..	13

AUSTRALIA v. MARYLEBONE.

LONDON, June 21.

The Australian Eleven commenced a match on Lord's Ground to-day against the Marylebone Club and Ground. The Australians went in first, and at the adjournment for luncheon the score stood at 75 runs for three wickets.

RESULTS OF MATCHES.

The following are the results of the matches already played by the Australian Eleven:—Australia v. Thornton's Eleven: Won by Australia, with six wickets to spare. Australia v. Warwickshire: Won by Australia, by an innings and 160 runs. Australia v. Surrey: Won by Australia, by an innings and 164 runs. Australia v. Oxford University: Won by Australia, by an innings and 19 runs. Australia v. Yorkshire: Won by Australia, by an innings and 64 runs. Australia v. Lancashire: Won by Lancashire, by 22 runs. Australia v. The Gentlemen of England: Drawn. Australia v. The Players: Won by the Players by 10 wickets. Australia v. Nottinghamshire: Won by Nottinghamshire by 10 wickets. Australia v. Cambridge University: Drawn. Australia v. Oxford University Past and Present: Won by Australia by 74 runs. Australia v. Middlesex: Won by Australia by eight wickets and 1 run. Australia v. England: Won by Australia by 10 wickets and 2 runs.

THE FLOODS IN CHINA.

DESPERATE CONDITION OF THE SUFFERERS.

OUTBREAK OF AN ALARMING REBELLION.

THE MILITARY JOINING THE REBELS.

(BY CABLE.) (FROM OUR CORRESPONDENT.)

LONDON, June 21.

An alarming rebellion has broken out amongst the sufferers by the late disastrous inundations of the Yellow River in China.

The military troops are joining the ranks of the discontented inhabitants, and a feeling of much uneasiness prevails.

DEATH OF DR. ZUKERTORT.

(BY CABLE.) (FROM OUR CORRESPONDENT.)

LONDON, June 21.

The death is announced of Dr. J. H. Zukertort, the distinguished chess player.

The late Dr. Zukertort, who was born in Riga in 1842, gained the first prize at the chess tournament held in Paris in 1878. He made a tour of the Continent of Europe, visiting Leipzig, Dresden, Cologne, Berlin, and other chess centres, where he gave exhibitions of his skill as a chess player, and was nearly always successful. In 1883 he won the great London chess tournament in unprecedented style; but he failed in the championship match with Steinitz, in America, in 1886, partly on account of ill health. For Chess Monthly.

Ten charges made against the Government with refer-

Established 1853.

Respectfully invite the Public to inspect the
Magnificent stock of
PIANOS, ORGANS, MUSIC AND MUSICAL INSTRUMENTS
now on view at their Showrooms
356, GEORGE-STREET, two doors from Post Office.

GRAND PLANOS by BRAD, FLEVEL, BROADWOOD,
COTLAND, LIPP,
and other
EMINENT MAKERS.

PIANOS by all the BEST MAKERS in the WORLD,
and at the best LOWEST prices.

BETTER VALUE CANNOT BE OBTAINED ELSEWHERE.

PALING and CO.'S "VICTOR" PIANO.

THE "VICTOR" PIANO
is by far the best value in the market. Specially constructed for
Australia, with best iron frame, iron bellows, cross action, seven
octave, hammer wire-fretted, patent check action, rich and
powerful tone, perfect touch, and most faithful workmanship
throughout.

Large Shipments just arrived of
PIANOS and ORGANS
from the most RENDOWNED FIRMS of
Europe and America.

ESTEY ORGANS. ESTEY ORGANS.

The "ESTEY" is the STANDARD by which others are sought
to be sold.

"JUST AS GOOD AS THE ESTEY"
is heard everywhere where the ESTEY is the best.

Great breadth and range of tone, and perfection
of material and details.

Prices reduced.

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From 25s. a month and upwards.

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Large Stock of every description.

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CATALOGUES AND PRICES POST FREE ON APPLICATION.

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PIANO, ORGAN, AND MUSIC WAREHOUSE,
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TWO DOORS FROM POST OFFICE.

BEAUTIFUL walnut 60-guinea PIANO, modern
case, 12 inches, 120 keys, 8 notes, 8 notes, 8 notes,
ROADWOOD Cottage PIANO, very strong, good foot
muscle pump, only £118 10s, bargain. 451, Elizabeth-street.

THE BELL ARMED PIANO, 60-guinea, no equal
Quality. It has the closest resemblance to the Pipe
Organ. They are fitted with serpentine's tubes. See and hear
at 356, George-street.

ELEGANT oblique 79-guinea PIANO, £20, brilliant
tone, trichord, given away. 29, Botsky-street, Surrey Hills.

HARPSBURY PIANOS. - No E. Importers, Deale and
Sole Agents, 356, George-street.

ASINGLE PIANO at Wholesale Price can be ob-
tained at CRAMPTON'S PIANO STORE, 60, York-street,
London. The stock. Prices from £20. A few
good second hands for Sale.

SEVERAL new and second-hand PIANOS for SALE,
at 356, George-street.

ELEGANT Walnut PIANO, £16 10s, greatest bargain
in Sydney, cost £60. 316, Bourke-street, near Oxford-st.

SPLENDID Honich PIANO, great bargain, less than
£10. See and hear at 356, George-street.

MAGNIFICENT 95-guinea PIANO, immediate cash re-
quired, will accept £50, genuine. 316, Bourke-st. S. H.

MAGNIFICENT 70-guinea PIANO, secured by
law, wanting money, will accept £35, Darlinghurst.

WALNUT Iron-frame PIANO, nickel steel back,
handsome, best quality, cost originally £50, now, with gar-
ranties, £25. See and hear at 356, George-street. No equal.
Immediate sale at £26, cost £55 41s, Elizabeth-street, near Exhibition.

H. L. LUCAS and CO., Professional Piano-forte
Highest testimonials from the leading pianists of the day. **Townsend**
76-d, suburbs, 10s. 6d. 78, William-street, Sydney.

Machinery.

ENGINEERS.—Portland, Horizontal, and Vertical
Marine Engines, Hoisting Engines, Steam Winches
Saw Benches, Lathes, and screwing Machines.
JAMES DUNN and Co., Engineers and Saws' London
H. E. GREGORY and CO.,
ENGINEERS and MACHINERY MERCHANTS,
10, Abchurch-lane, London.
STEAM ENGINES and BOILERS
of the most approved make.

ESTIMATES given for Steam Power, including Shafting,
Hangers, Pulleys, Belting, &c.

FOR SALE cheap, 2-ton, 3-ton, and 5-ton **CRANKS**,
in working order. C. Mayes, Public Library.

FOR SALE, 12-h.p. **ENGINE** and Boiler, in good con-
dition; **SAW BENCH**, with self-acting feed gear; **BAND**
SAW.
Also, the Steam Launch **ABRION**, carries 50 tons.
MILLEN and BARSTON,
Albion Wharf.

FOR SALE, **BI-CYCLE**, 50in. ball bearings throughout,
cost £150, for sale at £100.

FOR SALE **BI-CYCLE**, cheap, owner leaving Sydney,
no reasonable offer refused, nickel plated parts, ball
bearings to both wheels, chain and lamp, nearly new. Address
J. H. H. 10, Elizabeth-street.

WANTED, second-hand 40-h.p. **ENGINE**, complete,
with Pumping Gear. W. Scott, 27, Jamieson-street,
GLASGOW. **WANTED**, a second-hand **BI-CYCLE**, £150
nearly new. J. Hopper, 99, Elizabeth-street.

Miscellaneous.

FOR SALE, Warehouse, £5. **FRENCH**, Newtown

FOR SALE, Carrots, 100 lbs., Iron screw, 21: free delivery. FRENCH, Newtown Markets.

FOR SALE, Musical Box, 8 tunes, 21 5s. FRENCH, Newtown Markets.

FOR SALE, good Piano, 21: free delivery. FRENCH, Newtown Markets.

FOR SALE, lot Parliamentary Books, useful for reference. FRENCH, Newtown Markets.

FOR SALE, Embroidered Tablecloth, everything for delivery. FRENCH, Newtown Markets.

FOR SALE, large Office Writing Table, 41. FRENCH, Newtown Markets.

FOR SALE, Black and Gold Piano, £35, cost £80 a few weeks ago. FRENCH'S Markets.

FOR SALE, very large Pier Glass, 24, free delivery. FRENCH, Newtown Markets.

FOR SALE, Cider, 100 gallons, 21 10s, free delivery at once. FRENCH'S Markets.

FOR SALE, large Organ, plays 42 tunes. French, Newtown Markets.

FOR SALE, single Bedsteads, 4s, everything free delivery. FRENCH, Newtown Markets.

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